

COUNTRY USSR (Krasnodar Krai)

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SOURCE

1. Parachuting from a twin-engine plane was observed over the military airfield north of Krasnodar (45°02'N/39°00'E), Krasnodar Oblast. Seven or eight men would jump from an altitude of 300 to 400 meters. There was an interval of only three or four seconds between the first and the last parachutist of the group. While one parachutist allowed himself to fall about 200 meters before his parachute opened, all others used their parachutes the moment they left the plane.

2. [REDACTED] such training was observed throughout 1949 but that parachuting was practiced from only one plane.

3. The airfield about 3 km north of Krasnodar measured about 2x2 1/2 km. Two five-story barracks buildings, each of them with a frontage of about 300 meters, were seen at the field.

4. Single-engine fighters and three-engine transports were stationed at the field. Both individual and mass parachuting was practiced almost daily. Sometimes the parachutists jumped with equipment, while the equipment was sometimes dropped separately. The luggage carried was similar to a large field bag, which was laid down immediately after landing. The equipment dropped was stored in packs about 1x1x1 meters. Parachuting was practiced in all weather. [REDACTED] saw night jumping occasionally with searchlights in operation.

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CENTRAL INTELLIGENCE AGENCY

5. An airfield was located north of Krasnodar, west of an avenue of poplars leading to the north. A long row of hangars and buildings, some of them repaired, others still in ruins, were seen at the eastern edge of the field, which ran parallel to the avenue about 150 meters from it.
6. Twin-engine aircraft with in-line engines, double rudder assembly and a plexiglass nose, in addition to single-engine fighters, were stationed at the field. The arrival and departure of officers ranking from lieutenant to captain was noticed in the morning and evening. Jet aircraft were not observed.
7. The airfield itself was not seen. Only five-story red brick quarters, destroyed hangars and a railroad spur track were recognized. The brick buildings quartered ground personnel. Officers and flying personnel drove daily from the town to the field.
8. From the flying observed it appeared that the field was occupied by single-engine fighters with in-line engines and elliptical wings; twin-engine aircraft with a strikingly high rudder assembly, landing gear retracting inward and a tail wheel; single-engine ground attack planes as observed during the war, in addition to individual biplanes.
9. While the single-engine fighters made only individual flights, the ground attack aircraft were observed flying in formations of up to 5 or 6. The twin-engine planes were seen less frequently. Four-engine aircraft or jet planes were never observed.
10. The military airfield north of Krasnodar had a runway, an old hangar, two hangars nearing completion and a number of buildings and repair shops.
11. Biplanes, single-engine fighters and twin-engine aircraft with in-line engines and double rudder assembly were seen over the field. Only individual flights were made. Jet aircraft were not observed.
12. About 100 air force personnel were trucked to the field every morning.

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North of Krasnodar was a red brick building.

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